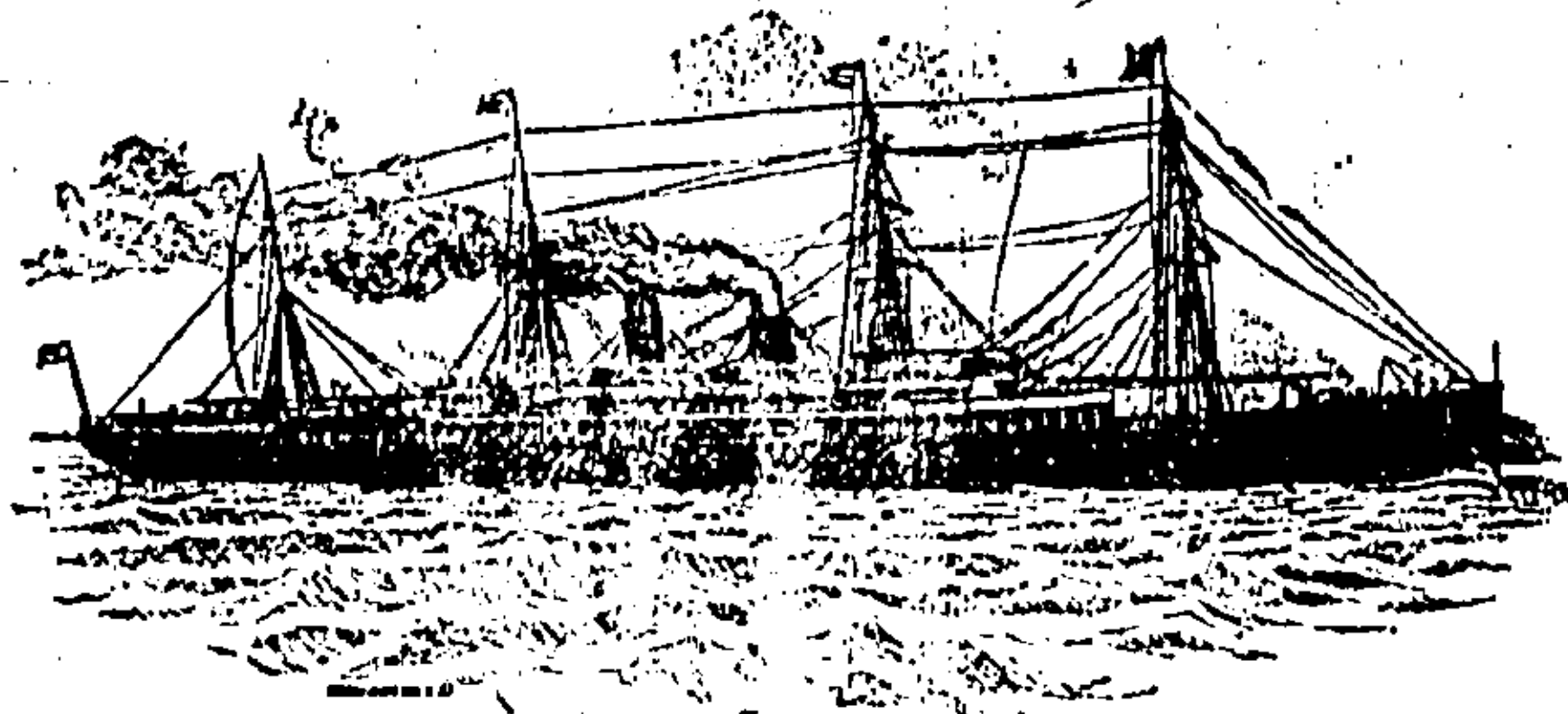


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

(Hongkong, 3rd February, 1904.)

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th February.

"TARTAR" ... 4,425 " ... WEDNESDAY, 24th February.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 9th March.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 23rd March.

"ATHENIAN" ... 3,883 " ... WEDNESDAY, 6th April.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... £62.

Hongkong to London, Intermediate on ... £40.

Steamers, and 1st Class Rail ... £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. E. BROWN, General Agent,

9, Pedler's Street.

(Hongkong, 27th January, 1904.)

[10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	9th Feb.
Schöfled	(Calling at SINGAPORE and COLOMBO).	Freight.
C. FERD. LAEISE	HAVRE and HAMBURG.	20th Feb.
Sachs	(Calling at SINGAPORE and PENANG).	Freight.
SITHONIA	HAVRE, BREMEN and HAMBURG.	2nd March.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	22nd March.
Schmidt	(Calling at SINGAPORE and PENANG).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	5th April.
v. Döhren	(Calling at SINGAPORE and COLOMBO).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

(Hongkong, 5th February, 1904.)

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"PO-YAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. D. R.N.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
-----------------	-----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	C. Burchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

[13]

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.

From

Expected on or about

Will leave for

On or about

TJIPANAS ... JAPAN. First half of February

TJILATJAP ... JAVA PORTS via MACASSAR. Do. SHANGHAI and JAPAN. Do.

TJIMAH ... Do. Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,

Hongkong, 13th January, 1904

[14]

Entertainments.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[29]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

[10]

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COLEN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.,

Hongkong, 20th January, 1904.

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THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904.

[18]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

I S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903

[15]

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 68.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE TWENTIETH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS in the Company will be held in the

COMPANY'S OFFICES, No. 14, Des Vaux Road,

Victoria, TO-MORROW, the 6th February,

1904, at 11 A.M., for the purpose of receiving

Statement of Account and the Report of the

General Managers for the year ending 31st

December, 1903, declaring a Dividend and

electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from WEDNESDAY, the 3rd

February, to SATURDAY, the 6th February,

both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 5th February, 1904.

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HONGKONG AND KOWLOON STEAM LAUNCH COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-

ORDINARY GENERAL MEETING

OF THE HONGKONG AND KOWLOON STEAM

LAUNCH COMPANY, LIMITED, will be held

at the OFFICE of Messrs. EWENS and

HARSTON, Solicitors, No. 26, Queen's Road

Central

THE POSITION OF THE INSURANCE COMPANIES.

IN JAPAN.

The withdrawal of the Equitable Insurance Company from Japan, and the probable adoption of a similar course by other insurance companies, naturally recalls attention to the action taken by the Government with regard to the deposit of security by these concerns. It is said that the putting into operation of the threat to withdraw has somewhat surprised the officials concerned, who were inclined to believe that if only the Department of Agriculture and Commerce stood firm, the companies would give way and deposit the security demanded rather than abandon a field which was believed to be a lucrative one. Whether there is or is not surprise that the measures taken should drive away foreign enterprise we cannot say, though there can be little question that the reputation of Japan in the commercial or financial world is not likely to be improved by the action taken. As our readers will be aware, some months ago the Japanese authorities issued an order to the foreign insurance agents that each company doing business in Japan must deposit with the Department concerned the sum of ¥100,000 as security, against its liability to policy-holders. On inquiry being made, the action of the department was explained as an endeavour to bring the foreign insurance companies into line with the Japanese, which are under certain obligations with regard to reserves. It was thereupon pointed out on behalf of the foreign insurance companies that while the native companies were required to have an authorized capital of ¥100,000, as a matter of fact they were allowed to do business when their paid-up capital only amounted to one-fourth of that sum. The reply to this representation was that the native insurance companies were subject to a system of rigid inspection and control, that their books could be examined periodically, and careful and exhaustive inquiries made regarding the nature of investments. As it was evident this could not be done with regard to the foreign companies, it was only just that the latter should be required to deposit a larger sum with a view to placing them on the same basis of security as regards policy-holders.

Had the Commercial Department contented itself with demanding the deposit of ¥100,000 it is possible that the companies chiefly concerned would have made it without very much difficulty being raised; but the order required that any company whose liability in Japan exceeded ¥100,000 must deposit security in a certain proportion to that liability. As the only security which the authorities would recognise were Government bonds, to do that meant that a company must lock up its capital in securities which brought in only a small return compared with its average profit upon investments; wherefore, as most of the companies concerned are organized on a basis of mutual profit, it can easily be seen that this would have considerably affected the returns to policy-holders in general, an extension of business in Japan becoming coincident with a diminution of profit all round. We believe we are correct in saying that the companies would from the first have been perfectly willing to invest in Japanese securities if they were given a fairly free hand in the matter of selection. In Canada insurance companies are required to invest assets to the extent of their liabilities for the protection of policy-holders, but the investments need not be Government securities. Investments are made in railway stock, water-works, banking undertakings, and so forth, the only condition being that any security chosen for such investment must have the consent of the authorities, who naturally refuse to include investments of a mere speculative nature among the approved Government securities. In Japan, however, the foreign companies were given the option of either depositing the security demanded in specie, when interest at the rate of 3½ per cent. would be given, or investing in Government bonds whose price constantly fluctuates and obtaining a return ranging from 4 to 5 per cent. Now the average return paid to policy-holders by the Manufacturers Life Assurance Company of Canada, for instance, is 4½ per cent., so it will be seen that when expenses are taken into account the securities to which deposits are limited by the Department of Agriculture and Commerce do not allow sufficient margin for profit.

Assuming that the Government authorities are concerned simply with the protection of Japanese policy-holders, it is difficult to understand why the Department does not modify its scheme sufficiently to meet the views of the foreign companies and allow them to pursue their business in the country. There are many excellent securities in Japan which pay double the interest that can be obtained by an investment in Government bonds. Why should the Commercial Department not make up a list of the securities which are approved as sound and allow the foreign companies liberty to make investments in these against the liabilities of Japanese policy-holders? The Government can hardly be unaware that the action taken in this matter has led to the charge being made that the authorities are concerned not so much with the interests of Japanese policy-holders, which, indeed, must be materially injured by any action that diminishes the profits of the companies on their investments; as with penalising the foreign competitors of Japanese insurance companies. The Government could easily show that such a charge is baseless by revising its regulations in such a way as to protect policy-holders while not injuring the investments of the companies. Possibly even now the Department of Agriculture and Commerce may see the expediency of making concessions that will show it has no wish to hamper foreign enterprise in Japan.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 6th February, 1904, at 10 P.M., at their SALES ROOMS, No. 8, Des Vœux Road, (Corner of Ice House Street), A GREAT ASSORTMENT OF OLD PEKIN CURIOS, Comprising:—

OLD PORCELAIN VASES and INCENSE BURNERS, SILK EMBROIDERIES, PALACE and TEMPLE HANGINGS, OLD MING BRONZES, MANDARIN COATS, WALL PLATES, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd February, 1904. [203]

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from Rear-Admiral ROBINSON to offer for Sale by

PUBLIC AUCTION, on WEDNESDAY, the 10th February, 1904, at 3 P.M., at their

SALES ROOMS, No. 8, Des Vœux Road, (Corner of Ice House Street), HIS YACHT

"V E R N O N"

24 Footer—Y.R.A.; Designed by PAYNE, Southampton; Built by DOCK CO., Hongkong; Sails by LATHORN, Cowes.

Present set of Spars; Hollow Mast, Boom and Yard, Spare Solid Spars; 2 Masts, 1 Boom and 2 Yards.

Present Main Sail and Jib new, this Season, well setting.

Other Sails Comprise:—

Main Sail, Jib, and Jib and Spinnaker of last Season. All in good order.

Boat in perfect order and Winner of this Season's Championship as well as the Commodore of the Yacht Club's Cup and other Cups.

The Yacht may be seen at Kowloon Naval Depot.

For Orders to View, apply to

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th February, 1904. [209]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Arctadia*.

From Australia, ex S.S. *Victoria*.

From Calcutta, ex S.S. *Sumatra*.

From Persian Gulf, &c., ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M. TO-DAY.

Goods not cleared by the 6th February, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st January, 1904. [14]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU"

are hereby notified that their Goods having been transferred to the S.S. "SHAWMUT" have reached this Port, and are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 24), and delivery may be had either taken from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 5th February will be subject to rent.

All Claims must be sent in to me on or before the 8th February or they will not be recognised.

No Fire Insurance has been effected.

H. E. BURKE, For Agent.

Hongkong, 30th January, 1904. [11]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th January, 1904. [12]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"SIBERIA"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 9th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 3rd February, 1904. [11]

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th February, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Charbonnel, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Dumbea* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 8th February, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th January, 1904. [9]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1904

Olympia..... 2,837 A. Dixon..... Feb. 13

Shawmut..... 9,666 W. M. Smith..... Feb. 19

Tacoma..... 2,812 M. Ridley..... Feb. 26

Victoria..... 3,502 J. Truebridge..... Mar. 16

Tremont..... 9,666 T. W. Garlick..... Mar. 25

Olympia..... 2,837 A. Dixon..... April 27

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th February, 1904. [12]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying H.R. Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd February, 1904. [10]

For Sale.

FOR SALE.

INCANDESCENT, Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace.



Hongkong, 17th November, 1903. [13]

Notice of Firm.

DENTAL NOTICE.

I HAVE THIS DAY RESUMED PRACTICE.

CHADWICK KEW. Hongkong, 4th February, 1904. [210]

Hotel.

KING EDWARD HOTEL. A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 21st October, 1903. [31]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 25th May 1903. [12]

To be Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th January, 1904. [178]

TO LET.

GOOD FOR EUROPEAN OFFICES.

NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Maison Levy Hermanos.

Possession at the end of March, 1904.

A Lift is to be constructed there.

Apply to—

KIN ON, Agent.

No. 30, D'Aguiar Street. Hongkong, 29th January, 1904. [193]

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1903. [12]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [11]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1904. [57]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE, Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904. [56]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old tops.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Intimations.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

CASH ON CREDIT

Hongkong, 6th January, 1904. [39]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

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PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

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WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough, both in Adults and Children.

WATSON'S WHITE EMBROCATON.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & Co., LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd January, 1904.

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FURNITURE DEALERS.

DRAWING-ROOM,
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FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Liebner's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
Weekly—\$12 per annum.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 26th ult. at Gula Estate, Province Wellesley, the wife of THOMAS BOYD, of a son.

MARRIAGE.

At Penang on January 25th, AUGUST HUTTENBACH, to CLARA TREVELLYAN, third daughter of the late Rev. NICHOLAS FRANK HILL, of Alban Court, Cheltenham, and of the late Mrs. Hill of Streatham on Thames.

DEATH.

On the 4th February, at Macao, MARY, the wife of Frank Dallas, of Shanghai, aged 30 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 5, 1904.

CONJECTURAL TACTICS.

The imminence of hostilities between Russia and Japan creates numerous anticipations of no small interest to students of naval warfare. The outbreak of every conflict gives rise to suppositions that vexed points will be settled, that fresh lessons will be forthcoming, and that the teaching of the past will prove to be modified or even obliterated by modern conditions of speed and armament. These, however, are minor points in the pending contest; but it is certain that the general operations afloat will resolve themselves, so far as tactics are concerned, into methods that were in use in the days of Nelson as adapted to modern conditions. Viewing the actual situation of the naval forces of the two countries likely to be drawn into conflict, one is struck by the fact that the fleets of Japan are, so to speak, concentrated on their bases and in hand; whereas, the warships of Russia are divided into three distinct units, separated one from the other by several thousand miles of sea, two only of them, namely, the fleets at Port Arthur and Vladivostok, being close to their bases. The third, a squadron, consisting of the three cruisers, *Dimitri*, *Donskoi* and the *Aurora* with twelve destroyers, is on its way Eastwards somewhere between Suez and Singapore. The question now presents itself whether it would be better, in event of hostilities, for the War Council in Japan to decide on attacking these units separately—combining the forces at their disposal to crush them one after the other—or to allow of their concentration so as to settle the question of maritime supremacy in one big battle. Both of these strategic theories have found supporters in the past, but were the Hero of Trafalgar still with us he would most probably counsel, judging by his own school of tactics, the adoption of a scheme for the separate attack of each of the Russian units, with a superior force, before they could concentrate. Only the future will decide the naval policy that will find favour with our allies; but we may rest assured that the wisest and most strenuous measures will be taken to ensure success by the brave and sagacious officers who preside at the councils of Japan.

LOCAL AND GENERAL.

EIGHT-five per cent. of the cotton spindles in Normandy are stopping one day weekly till the 31st March.

It is probable that Government will proclaim Monday to Wednesday, inclusive, as public holidays during the China New Year week.

It is reported that a law is about to be passed in Johore prohibiting Straits born Chinese women from frequenting the Gambling Farms there.

CAPTAIN James, the pilot of the *Australien* when she stranded recently in the Inland Sea, has had his certificate suspended by the Marine Bureau for two months.

ACCORDING to the *Nagasaki Press* the London *Daily News* announced recently that Japan had chartered the three steamers Nippon, Yusei, and Kaisha (*etc.*). The Editor expects that the Mitsui and Bishi will shortly be added to the list.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Foreign Goods Dealers' Guild...\$50
Baptist Mission Chapel... 20

THE missing French transport *La Vienne* which was thought to have been blown up somewhere off the coast of France, was sighted on January 1st with her engines disabled and going in the direction of Oran (Algeria). She was laden with a large stock of explosives.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE curator of the Selangor State Museum reports that amongst the mammals collected by the Museum staff was a painted shrew (*Ptilocercus lowii*) which was captured in the jungle at the 10th mile Pahang road. The animal is said to be very rare, and to have never before been found in the Malay Peninsula.

JAPANESE specie continues to be exported in consequence of a remarkable appreciation of exchange rates on gold countries, to a considerable extent since the end of last year; and up to date has been sent abroad to the value of about 6,700,000 yen. The *Empress* boat carried some 1,600,000 of gold coins from Yokohama for America the other day.

It is a fact of some significance, says the *S. F. Press*, that Major Baker Brown, R.F., whose term of duty at Hongkong in charge of the Submarine Mining had expired, and got so far as Singapore in the *Diluvium* on his way to England, when he was directed by the War Office, by telegram, to return to duty at Hongkong—The gallant major arrived by the German mail steamer this morning.

WE are informed that the celebrated pianist Albert Friedenthal, who has already visited the East in 1892, is just starting for a new tour around the world, on which he contemplates paying a return visit to Hongkong. Herr Friedenthal is first going to America, thence to Australia and Java, India, China and Japan. Friedenthal is now considered one of the most prominent pianists of the day and unrivalled as an interpreter of Chopin.

THE Masonic Quadrille Club held their monthly dance on Wednesday evening and presented an excellent programme to a comfortably filled hall. The M. C.'s were Messrs. McCaffery, Avenall, and Parkinson, while music was rendered by Col. Sgt. Fielding and Corp. P. Jenkins, and the catering was in the hands of Messrs. F. T. Robins and A. P. Goodwin. Arrangements are now being made in connection with the forthcoming Masonic Dance to be held at the City Hall during the latter part of March.

By kind permission of Major Radcliff and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

BAND PROGRAMME.
March... "March des Troupes" ... Godard
Entr'acte... "Mimosa" ... Hamilton Clarke
Selection... "The Tarentina" ... Ivan Caryll
Dance... "From Nell Gwynn" ... Edward German
Selection... "Mendelssohn's Songs" ... And. by Godfrey
Valse... "Valse des Fleurs" ... Lischnowsky
Two Steps... "Maudslayi Mass" ... Thurlian
God save the King.

THERE is some talk that negotiations are in progress between the Great Northern Steamship Company and the Kyushu Railway Company with a view to facilitating communications at this end, and it is expected that a contract will be signed shortly. The *Hoshi*, quoted by the *Japan Times*, says that the foreign shipping company has decided to run the steamers *Minnesota* and *Dacota*, aggregating over 20,000 tons, between the Pacific coast and Manila, calling en route at Hongkong, Nagasaki, Kobe, and Yokohama. The dimensions of the above vessels are so enormous that they are unable to pass through the Shimonoseki straits, but must choose the Bungo route instead in their voyage from Nagasaki to Kobe, and the object of the contract apparently is to convey passengers overland by the Kyushu Railway from Nagasaki.

INLAND NAVIGATION.

NEW REGULATIONS.

The following which appears in the *Universal Gazette* is a despatch from the Wai Wu-Pu to the different Maritime Customs concerning Inland Navigation. Whereas, in accordance with revised Inland Navigation Regulation, Art. 8, it is stipulated therein that no steamers can run from one place to another that have not been declared open ports without the consent of the Chinese Governments, etc., now, therefore, this Board has fixed the following four regulations:—

1.—All Inland Steamers intended to navigate in waters where such navigation has never been carried out before, or intended to carry on special business from one place to another, that have not been declared open ports, a detailed report in this end must first be sent to the nearest Custom Commissioner, through whose notification the Chinese Minister of Commerce shall make the necessary investigations with the cooperation of the responsible Viceroy and Governor, and, until consent has been given by the Chinese Government, no special permit shall be issued.

2.—The special permit having been obtained, all such steamers shall be subject to the same rules and regulations for Chinese vessels in the inland waters as regards navigation, passengers, goods, Liki, and the like.

3.—When such steamers are no longer desired to carry on such inland traffic, the original permit that has been issued must be restored to the local Custom, which shall then be cancelled.

4.—Beside the three above mentioned regulations, the rest of the Inland navigation regulations as here stated are applicable to small crafts, and are compiled only for trial. In case of any necessary revision hereafter this Board shall so notify the different Custom Commissioners through the Commissioner General, and Custom Tactian shall carry out the instructions accordingly.

BOXING TOURNAMENT.

AT THE CITY HALL.

LACEY V. BULL.

This contest, a description of which we were obliged, through pressure on our space, to hold over from yesterday's issue, was a ten-round bantam match between Mickey Lacey of the *Vengeance*, and H. Bull of the Derbyshire Regiment. The first round opened with a good deal of sparring. Bull led and got in a left on the neck; Lacey feinted left and landed a right on Bull's ribs. Lacey tried a left which Bull dodged, and then got in a left on the ribs. Lacey attacked again, but Bull ducked cleverly and replied with a left on neck. Lacey rushed, Bull dodged again and got in a right over the kidneys and a left on the head. Bull is evidently a clever and quick fighter, but wants muscular training, his blows carrying very little weight. The men were sparring when the gong went. Lacey led the second round with a left upper-cut which Bull dodged. Lacey tried a left straight, the older ducked and got in a left on head. Lacey landed a pretty left upper-cut on Bull's cheek. Lacey tried a right swing, the soldier ducked quickly and it looked as if the sailor would never succeed in getting in a knock-out, Bull's defensive tactics being surprisingly rapid. The men were sparring when the gong went. Lacey led again in the third round and Bull ducked, getting in a left on the sailor's ear as he came up again. Lacey succeeded in landing a right on the head and left on chin. Bull got in a right on the chin and both men went at it hammer-and-tongs. Lacey got in a right and left swing on neck and ribs. Lacey opened the fourth round with a left, which Bull dodged and got in a left on the chest of the sailor. He followed it up with a right swing over the kidneys and a clinch followed. Bull placed another left on Lacey's ribs. Lacey tried a left, Bull ducked and on rising got a right jab on to the sailor's mouth. The men were sparring at the end of the round. In the fifth round, though Bull dodged cleverly Lacey succeeded in getting in a right under cut on the chin and Bull went down. He quickly recovered and went for his man landing his left on the mouth. Both men were going strong when the gong went. In the sixth, seventh and eighth rounds Bull fought splendidly, getting in his left repeatedly on Lacey's face. Had there been more strength behind the soldier's blows it is probable that he would have downed his man. Lacey looked tired, and the smart dodging and ducking with which his repeated rushes were met evidently disconcerted him. Lacey opened the ninth round with a left, which Bull dodged, getting in his right on the sailor's face as he came up. Lacey succeeded in landing a left on Bull's face and the soldier replied with a left counter on his opponent's ear. Lacey rushed and dodged. The soldier got in a sharp left on Lacey's neck. Both men were going strong and fighting cleverly when time was called. Lacey started the tenth and last round with a left swing, the soldier ducked and landed a right on the kidneys. Lacey tried a straight left, Bull dodged and placed a left on the sailor's face. Lacey then got in a left on the ear, and a left and right on the mouth. Bull, who was losing blood, looked dazed, he retreated to his corner and gave up the fight. Lacey was declared the winner. Bull is a pretty fighter, and with more training will make one of the best bantams that has been seen in the ring here.

Yesterday evening the second part of the boxing tournament, of which the promoters are Messrs. W. J. Manser and H. J. E. Gow, took place at the Theatre Royal. There was a somewhat larger audience than on the preceding evening.

FOX V. LOCKYER.

This was a scratch event between Fox of the *Vengeance* and Lockyer of the *Glory*, both lightweights. (The bout went five rounds, both men doing their best to win. They are hard hitters and punishment was dealt out generously the competitors taking it as they liked it. The event was declared a draw.

FIDDO V. FOWLER.

The second event was a six-round, welter-weight contest between Fiddo of the *Albion* and Fowler of the *Thetis*. Fowler did most of the opening and in the first round landed several lefts on Fiddo's jaw and chest. The *Albion*'s man had a strange style, hardly seeking to defend himself, though he might have been of rubber for all the punishment seemed to harm him. In the second round he set to and got in his left twice and both men warmed to it. Both men went strong through the five rounds though it was evident Fowler knew more about the work than his opponent did. A draw was declared.

OSBORNE V. BRIANT.

This was a six-round contest between Osborne of R.M.L.I. and Briant of the *Waterwitch*. Osborne led and got in his left on his opponent's head. He tried his left again and Briant countered getting in on the point and Osborne went down like a log. He got up on the 9th count. Briant led a left on neck and Osborne got in a right on the ear. Both men started slugging at each other, and it was a ding-dong all over the ring for a few seconds. In the second round Osborne feinted a right. Briant got in a swinging left on head and a right on the neck which brought his man to his knees. Briant now attacked and drove Osborne into the corner. He slogged his man with right and left, raining blows on his head and heart, knocking him up against the ropes. Osborne gave it up and a win was given to Briant.

BERGEN V. BACON.

The next event was an eight-round, heavy-weight contest between Bergen of the *Tamar* and Bodger-Bacon of the Derbyshire Regiment. Both men looked very fit and were well set up. Bacon opened with a left swing which Bergen dodged. He tried a left again and Bergen countered with a straight right on the eye. The sailor got in a left on the cheek. Bacon rushed in but Bergen stopped him with

a pretty left on the chest. A clinch followed, Bacon's sparring took place and Bergen then got in a left on the ear. Bacon rushed in again, and Bergen stopped him with a straight left on the neck. Bacon tried several lefts and rights on his opponent's body and both men were going strong when the gong went. Bergen opened the second round with a left over the heart. Bacon tried a left, Bergen ducked and got in his left on head as he came up. Bacon rushed in and there was a clinch. Bacon tried a left swing, Bergen dodged and landed his right on head. Bacon got in his left on the heart, and some careful sparring followed. Bergen landed his left on Bacon's heart and a right and left on neck and arm. Bacon now seemed less confident. He opened the third round with his left on Bergen's ear. Bergen got in a smashing left on the heart and Bacon went down. He was quickly up, however, and rushed in. Bergen stopping him with a straight left on the head. Bacon swung his left and there was a clinch. On the break Bergen got in a left and right on cheek and neck and Bacon staggered to the ropes. Bergen got in a left on chest and Bacon countered with a left on the cheek.

The men were sparring as the gong went. In the fifth round points were about equal, though Bergen slipped as he was jumping back and fell. He recovered at once and got in a straight left on Bacon's eye. Bacon bucked-up in the sixth and started slogging hard. Bergen stopped him several times with his left, or dodged, but a swinging right from Bacon tapped his claret and he snuffed through the end of the round. Bacon went for his man in the seventh round, but was stopped by a left on the chin; he then tried for body with right and a clinch followed. Bergen got in a left on the ribs, but over-reached himself with his right and slipped on to the ropes. Bacon got a swinging left on to Bergen's jaw which staggered the *Tamar*'s man. After some sparring, Bacon got in a right and left on the face, Bergen pulled himself, together and landed a straight left on Bacon's neck, Bergen tried a left again but Bacon stopped him with a right swing on the ear. In the eighth and last round Bergen opened with a left on head and Bacon got in a right on the chest. Bergen landed a beautiful double right on the ear and left swing in the ribs. Bacon tried a left swing, Bergen dodged and some sparring followed. Bergen now rushed, but Bacon stopped him with a left face. Both men got in a right on the ribs and Bergen landed his man a left on the head. They were sparring when gong went. The decision was given in favour of Bergen.

NIGGER MANSEY V. HOWARTH.

This was a bulesque display of three rounds, during which the house was in a continual roar of laughter. It was evident, however, that both men knew how to handle the gloves, and it is probable that Nigger Manser would prove a tough customer if he went at it for good. A storm of hilarity was provoked by the Referee's (Mr. St. Clair) decision:—"Both men knocked out."

DRUMMOND V. MURRAY.

This was a ten-round contest at middle-weights between Drummond of the *Thetis* and Murray of the *Albion*. Drummond attacked and started a slogging game, Murray fought carefully and played with his opponent, skill being all on his side. He stopped every rush with a straight left or right, and had he put more weight in his blows he would have knocked his man out. As it was he downed him in the second round, and drove him on to the ropes in the sixth and tenth. Drummond did his best and fought pluckily, but, notwithstanding his grit, he was not a match for the superior skill and cool-headedness of his opponent. The contest lasted through the ten rounds, and a win was given in favour of Murray.

TURNER V. FRANKS.

The next event was a ten-round light-weight contest between G. Turner of the *Albion*, and A. Franks of the *Vengeance*. The men got to work at once. Franks is a quick fighter and hard hitter with a terrible right. He simply rained blows on his man and flooded him with a beautiful right on the chin. Turner rose and both men went at it hammer-and-tongs. Franks landed a quick double, left and right on the jaw, and Turner went down again. The fighting was fast. Turner showed a lot of pluck but, after some exchanges, Franks landed a terrible right which opened Turner's cheek and sent him down like a log. He was rising as the gong went. In the second round Franks opened with a left on the chest and Turner got in a right on the face. Franks got in a left on the ribs and a right on the point and Turner was floored again. Turner rose very groggy and Franks knocked him out with a smashing right on the point. Franks was declared the winner. This was the end of the tournament, and the close of two really enjoyable evenings to amateurs of the "noble art."

"SADO MARU" PREPARED FOR ACTION

IN THE MEDITERRANEAN.

A Marseilles correspondent, writing on 4th January says: A curious incident is related by Capt. Parsons, of the Japanese trading steamer *Sado Maru*, which reached here after leaving Tokyo on 14th November. While in the Mediterranean and nearing Marseilles the *Sado Maru* perceived two Russian torpedo-boat destroyers which were apparently following her. The Japanese vessel promptly concluded that war had been declared, and that she was about to be attacked. Capt. Parsons at once ordered his engines to be driven at full speed and calling up the crew, he served out arms to them, and had the ship's guns prepared for action. The Russian war vessels, however, turned off and proceeded eastward.

THE Norwich election has resulted in Mr. Tillet, Liberal candidate, being elected in place of Mr. H. Bullard, Conservative member; deceased. The poll was as follows:—Tillet, Liberal, 8,726; Wild, Conservative, 6,756 and Roberts, Labour Candidate, 2,444.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE CRISIS.

SITUATION GRAVE.

JAPAN'S ATTITUDE DEFINED.

(From Our Own Correspondent.)

YOKOHAMA, 5th February,
11.40 a.m.

The third meeting of the Throne Council, which took place yesterday, was of a prolonged character, the attitude which Japan will adopt in the present crisis being definitely defined.

The situation is now regarded as very grave.

FOREIGN OFFICE ALERT.

THE RUSSIAN MOVEMENTS.

The Japanese Foreign Office has now commenced the publication of official dispatches relative to Russian military and naval movements.

TURK TOPICS.

Nurses was led around the course early this morning, and again displayed its bad temper by prancing about and obstructing other ponies that it was ordered back to the stable. In all probability it will be taken out by itself between ten and eleven each day.

FOOTBALL.

To-morrow afternoon on the Happy Valley ground the Hongkong Football Club will play Sherwood Foresters. Kick-off at four o'clock.

The following will play for the Club:—F. H. Kew, goal; H. C. Austen and V. F. Ancott, backs; H. C. Gray, C. T. Kew, and J. W. C. Bonnar, halves; W. H. Williams, C. R. Cooper, R. Hancock, R. A. Whitmore, and H. A. Brent forwards.

CRICKET.

PARSEE C. C. V. CRAIGENGOWER C. C.

The above will meet on the ground of the former Club in the League Competition on Saturday next, commencing at 2 p.m. The following will represent the Craigengower C.C.—L. E. Lammer, J. D. Kinnaird, A. O. Brown, R. Bass, M. E. Asger, E. Ford, J. Craik, J. P. Jordan, L. A. Rose, R. Pestonji, and J. L. Stuart.

On the same day on the Craigengower ground a team from the Craigengower C.C. will play the Lusitano C.C.

The following is the table for the Cricket League competition.

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	11	10	1	0	30
Civil Service ...	9	7	1	1	22
Craigengower ...	10	5	3	2	17
R. E.	9	5	4	0	15
H. K. C. C. "A" ...	9	3	6	0	9
"Tamar"	7	2	5	0	6
R. A. M. C.	9	1	7	1	4
Parsees	8	1	7	0	3

THE NAVY AND THE FAR EASTERN CRISIS.

At times of crisis rumours spring up like mushrooms. One day we are told that quite unnecessary orders have been issued to the fleet; at another that the Admiralty have recalled men from leave and adopted other panic measures. Nothing of the kind has happened. At all the home ports, says a home paper of recent date, things are moving as placidly as if there were no Far Eastern crisis, and no probability that treaty obligations might, in the event of war, make it necessary for the British Navy to show its teeth. If people understood more about naval organisation, they would give no credence to the "scare" stories to which some of the daily papers have recently given such prominence. The Navy exists for fighting purposes, and it is always kept in fighting trim. A brief order from the Admiralty is all that is needed to send powerful squadrons to sea with decks cleared for action.

The way things stand was briefly illustrated the other day by a gruff old petty officer, who was discussing the probabilities of war. "It's this way," he said; "when they want us the captain'll come aboard and give the order to up anchor; an' we shall be pluggin' away down Channel before shore folks know we're gone. There ain't agoin' to be no preliminary sparring before the scrap begins." Your naval man is an unemotional being, given to taking anything that comes along as it comes, in the terms of his bargain with the King, and therefore not to be fussed over. But in spite of this he follows with keen interest what is happening in the Far East, and would be rather pleased than otherwise if called upon to help Japan.

SHIPPING AND MAILS.

MAILS DUE.

French (*Australien*) 9th inst.
Tacoma (*Tacoma*) 11th inst.
American (*Coptic*) 12th inst.
Canadian (*Empress of Japan*) 15th inst.
Indian (*Namwang*) 16th inst.
American (*Korea*) 1st prox.

The s.s. *Oro* arrived at New York on 1st inst. The N. P. S. Co.'s s.s. *Tacoma* arrived at Yokohama and sails thence on 5th inst. The Java-China-Japan Line s.s. *Tifone* left Moji via Amoy for this port on 4th inst. and may be expected here on 11th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

Parliament.

LONDON, 3rd February.

The Lords have voted the address. The Marquis of Lansdowne, when asked whether Great Britain had offered her good offices in the Far East, said it was undesirable to offer offices unless it was known that they were desired, and it was an open secret that one of the disputants does not want mediation. In regard to Tibet, he promised to lay the papers on the table of the House; Lord Spencer would then learn the true origin of the mission which was political, not military. The Marquis of Lansdowne said he did not conceal his sympathy with Mr. Chamberlain's aspirations to draw the parts of the Empire closer together; but the Government recognised the difficulties and only showed common prudence in declining to be rushed.

LATER.

The Crisis in the Far East.

It is announced in St. Petersburg that the Russian reply to Japan will be delivered on the 6th instant. The renewed postponement has caused great exasperation in Japan. Viscount Ito was summoned from his country seat during the night and subsequently a seven hours' Council was held at which the Premier, the Senior Statesmen, the Ministers of War and the Navy, and three Admirals were present. Great importance is attached to the meeting.

News from St. Petersburg says that the General Staff has authorised Admiral Alexieff to declare war and to open hostilities if circumstances indicate the necessity. An Imperial Manifesto proclaiming war is expected to follow sharply if Japan rejects the arrangement proposed in the Russian reply.

(Echo de Chine.)

Vladivostok, 18th January.

The Zimmerman theatre and the adjoining hotel and cafe have been burnt. No lives were lost, but the damage is estimated at 120,000 roubles.

Nikolaief, 18th January.

Three new torpedo vessels have been ordered for construction in the ship yards here—the *Zadornie*, *Zorkie* and the *Zoonie*.

Tokio, 18th January.

Full protection to the Japanese at Port Arthur has been promised in the event of war.

New York, 18th January.

In the last 24 days there has arrived at St. Francisco \$50,000,000 worth of Japanese gold.

Tientsin, 20th January.

The Russian troops at Peking and Tientsin are about to come to Port Arthur. A very few will return to Peking; Tientsin will be completely evacuated.

Peking, 20th January.

According to missionary reports Prince Tuan is seriously ill. The Russian troops between Chingwan and Shanhaikuan have gone back to Manchuria. The only Russian troops remaining in Pechili province are small detachments at Tientsin and Peking to guard the missions.

Washington, 21st January.

A bill was presented to the Senate to-day relative to the union of Panama with the United States. The following credits were also presented: \$10,000,000 to the republic of Panama for the cession of territory; \$12,000,000 for the losses of Colombia; and \$50,000,000 for the rights of the Canal Company.

TIGER IN TOWN.

ANOTHER GRAND HUNT IN SINGAPORE.

BLUE TERROR IN ROCHORE DISTRICT. THE ANIMAL SET ON BITS IN A COOLIE'S HUNTER'S COAT.

The *Strait Times* of 28th ult. reports that Singapore enjoyed all the excitement and risk incidental upon the visitation of a large loose tiger, at an early hour this morning.

From 5 a.m. until 8 o'clock the animal kept the Rochore district in a state of howling terror. He hopped about while full of lead like the celebrated Jumping Frog of Calaveras County, and having held half the town paralysed with fear for three hours, eventually died in bed—or rather under a bed, in Brunei Lane off Benconen Street. His remains were subsequently taken to the Kadang Krebau Police Station, escorted by an enormous crowd. His skin is so full of shot holes that it resembles a tennis net.

THE TIGER GETS A NEW ABODE.

Various accounts are given of the incident and its many episodes, but the main facts seem to be as follows:—

The tiger came from Pahang on the 21st inst. in a small cage, that was built by the jungle Malays who captured him. He was a fine big fellow over eight feet long, and he had rubbed half his hair off in a futile endeavour to get comfortable in his prison, or get out of it. In this condition he was seen and admired by Mr. Ong Ah Poh, the food contractor for the Reformatory, who entered into negotiations for his purchase, and eventually secured him for a paltry \$100. Mr. Ong Ah Poh resides on Bras Basah Road. The exigencies of his message rendered it necessary for him to have a special cage made for the animal, so he hired a carpenter on Rochore Road to construct him a suitable den for his pet. The carpenter accepted the contract and set about making what he considered a tiger-proof cage. By all reports it was a beautiful article in its way, and when it was finished last evening Mr. Ong Ah Poh took the tiger in its original package to the tukang's shop so that his pet might change its quarters without danger.

AH POH SOOTHES HIS PET.

The transfer was duly accomplished and then Ah Poh sat down, as he asserts, to watch by the lair of his pet and to soothe its new surroundings. He reiterates his assurance that he watched that Pahang exile as a mother would watch by the cot of her ailing child. Anyhow it seems that the tiger was deaf to his blandishments, and struggled all night with the woodwork of his jail. Whether Ah Poh slept or not cannot be determined; but it is believed that the tiger never rested. At 5 o'clock the animal simply went wild: Whether it was the boom of the morning gun or the ensuing tolling of many church bells that aroused him to new fury is not on record, but in a frenzy of anger he tore out

of the bars of his cage, crushed through the aperture, and sprang out into the open, with all Singapore as his oyster.

A TRAIL OF TERROR.

It is believed that he was baffled by the aspect of the surroundings in which he now found himself, anyhow it seems that he lay low for a while ere venturing among the long lines of houses that were so different from the bosky environments of his home in remote Pahang. Presently he saw, however, that the purloins of the carpenter shop made no fruit; for a long-imprisoned tiger, and accordingly he started forth to reconnoitre among the highways and byways. He trotted up Rochore Road, leaving a trail of dismay in his wake. The early toilers fled from before him, the men, women and children in the houses bolted their doors and variously squealed in apprehension or prayed to all their various gods for pity and protection. Meanwhile the tiger—far more anxious to escape from the terrified population than all its units were to get away from him—trotted into Waterloo and then in Benconen Street; while the alarm spread hot-foot through the crowded district. Pandemonium reigned supreme.

KLING'S VISION OF THE DEVIL.

A gibbering Kling, unskilled in the nature of beasts, ran squealing through the town to tell that he had seen the devil. Others, paralysed, dumbstricken, feared even to get out of the way of the destroyer. The destroyer, on his part, busied himself keeping as far out of the way of these good people as the narrowness of the thoroughfares would permit.

At 7.30 he came to an empty cot on Benconen Street, which seemed to afford a room for him to stretch himself. By this time the braver spirits of the town were arming themselves against the scourge; and first to come forward as champion of the town was Private Ariana S. V. I. with his trusty .303 rifle. Supporting him in the chase was his brother, name unstated, who carried a 12 bore double-barrelled gun loaded with ball. These pioneers of a subsequent army of *shikaris* stalked Stripes to the empty cot and opened fire.

THE END WHICH MADE HIM JUMP.

Private Ariana's first shot hit one end of the tiger. Some say the bullet hit the head end of the brute, others say it hit the other end. Which ever end may have been most hurt the result was magical. The tiger gave a roar and sprang out of sight. He had cleared a six foot wall with the lead in him. Before he jumped Ariana, *Freer*, fired two 12 bore b. llets into his body.

The tiger was now full of anguish, he was also roaring. Loring Brunel, or Brunie Lane, which he rushed into like a rocket was cleared of its morning crowd in an instant. The howls of the multitudes in the adjoining streets were tremendous. News that the police were coming, that the soldiers had been called out, that a pack of tigers was securing the town, flew from tongue to tongue. Doors banged in the face of the tiger.

ASTOUNDED CELESTIAL.

At the upper end of the lane a house stood with its dark door invitingly open. It was full of juddering Chinese coolies, who were making so much noise on their own account, and were naturally so sympathetic to the interests of others, that they had not attempted even to listen to the row outside. Into this party of Celestials sprang Mr. Ong Ah Poh's tiger. It is not yet known whether he hurt any of them. Not one of the party has been seen or heard of since. Under a bunk he crawled his vast bulk, and thus he hid himself.

Meanwhile the shikaris of the town had been arming themselves, and presently a crowd of Malays with guns and crackers were besieging the house in an effort to draw the tiger. The tiger refused to come out even when crackers were thrown in at him, so the hunters began to fire slugs and buckshot into him.

OFFICIAL DEATH OF THE TIGER.

They were still firing volleys of that useful ammunition when Inspector Brace and a Sikh Corporal, both armed to the teeth, arrived on the scene with Snyder and more buckshot, and they officially killed the tiger. It then died.

When the corpse was hauled from under the bunk there was not enough skin left to hold the poor brute together. The remains were tumbled on to a cart and taken to the Police Station, where Mr. Ong Ah Poh said he would sell the pelt for fifty dollars. There were persons in the crowd that surged behind the mourners, who said that there was no pelt left to sell. There were others who seemed to doubt Mr. Ong Ah Poh's assertion that he had sold up all night with his pet, and was an eyewitness of his dramatic escape in the crepuscular gloom of the dawn; but then everybody was still fearfully excited, though the tiger was perfectly dead.

On measurement the animal was found to be 8 feet 2 inches from tip to tip and was 3 feet 4 inches in height.

THE "TELEMACHUS."

THE CAPTAIN AND THE JUNK.

The other day, a Saigon paper stated that the master of the British steamer *Telemachus* had refused to help a French customs officer named Lafont who was drifting about on a junk which was afterwards cast away on the coast. The master of the *Telemachus* (Capt. J. Williamson) sends a letter to the *Courrier Saigonais*, the paper in question, putting an altogether different aspect on the incident:—

A paragraph in your paper of the 8th inst. stating that I refused assistance to a junk in distress has been brought to my notice. I should esteem it a favour if you would kindly publish my version of the incident. On 23rd December last I was taking the inshore passage past Nhatrang, and when close to Tam Island I saw an Annamite junk pulling out from Tam Island, and when she was about 2 cables length ahead of the steamer, making signals to attract my attention. I immediately stopped the engines and passed quite close to them. In the junk were one European and 4 natives; I asked what they wanted and the European said something in French I did not understand, at the same time holding up the end of a rope. I inferred from this seeing that the junk was set to all appearance perfectly sound, both masts standing and sails neatly furled that he wished me to tow the junk to Nhatrang, as it was a head wind for him.

This I did not feel inclined to do and consequently proceeded on my voyage. The position of the ship at this time was Lat. 12° 10' N. Long. 109° 14' E. (true) Greenwich. Tam. Id. bearing S. 85° W. (true) dist. 1/2 mile, and Mot. Island bearing N. 67° E. (true) 1/2 mile. The wind was moderate from north and the sea perfectly smooth and about 1/2 mile away there were several small sampans fishing.

I am certain that if any of your seafaring readers refer to the chart and note the position of the ship at the time, they will see the matter from my point of view. Had I met the junk making signals out in the open sea, I should have considered it my duty to stop and make further inquiries. In this case, however, I believe that I was quite justified in thinking that he only wanted a tow.

NORTHERN NOTES.

THE JAPANESE WAR LOAN.

BARON SONE'S EXPLANATION.

The *Nichi Nichi*, reports the *Japan Advertiser*, states that at the interview between Baron Sone and the leading bankers the other day, the Minister of Finance explained to the bankers that, in case of the outbreak of war with Russia, the Government will raise at the first outset a one hundred million yen loan at home, at six per cent. interest per annum, redeemable within five years. Baron Sone expressed his desire that the business men should readily respond to the requirements of the situation and subscribe at least three or four times over the amount issued. He said that if the loan is thus favourably subscribed, the credit of the Empire will be recognised among the Powers, and in case of the necessity of raising further loans on the foreign markets afterwards, considerable benefits may be obtained and negotiations can be smoothly settled. The business men should be fully alive to this fact, and in case the loan is issued, all efforts should be made to subscribe to the loan for the sake of the State. Even after the outbreak of war, every attention should be paid towards the development of commerce. If the bankers commence to take too cautious measures after the opening of hostilities, and abstain from advancing loans to commercial and industrial circles, and if they hinder the development of business enterprises, an economic panic may prevail, and the result may prove serious. The Baron added that the bankers should be conscientious on this point, and care should be taken not to bring any undesirable influence to bear on the economic world.

THE NAVAL FETE.

The representatives of the Tokio Municipality, Tokyo Chamber of Commerce, and the Shoko Keizai-kai (Merchants' and Manufacturers' Economic Association), including the Mayor and Deputy-Mayors, Messrs. K. Okura, K. Nezu, K. Amehomiyama, S. Ohashi, and others, held a meeting at the City Office yesterday, reports the *Japan Times* of 23rd ult., in order to discuss the proposed organization of a welcome reception for the crews of the new warships, *Katsuragi* and *Nishin*. They appointed Mr. Kintaro Shimizu of the City Office, Mr. Gentaro Ogiwara of the Chamber of Commerce, and Mr. Shin-nosuke Kimura of the Shoko Keizai-kai, to act as a committee, and drew up regulations in this connection. It was also decided that the organizers should hold a meeting on the 27th ult. at the City Council's hall.

The regulations referred to provide among other things that the members of the reception committee shall be divided into two classes, namely, organizing members and ordinary members, the former paying 10 yen each and the latter 3 yen; that intending members shall send in their addresses accompanied by the latter 3 yen; that the organizing members shall elect a President and Vice-President of the reception committee; and that the President, assisted by an advisory board, which he shall nominate, shall decide upon a programme for the reception entertainment.

THE "OKHLA."

MISSING BOAT PICKED UP.

Capt. Braat of the Dutch steamer *Chow Phya* which arrived here this morning (says the *Strait Times* of 29th ult.) reports that he picked up a boat on the N. E. coast of Singora containing Mr. Millard, the second officer, the purser, and six of the crew of the B. I. steamer *Okhla*. The men stated that when the *Okhla* broke down they were sent for assistance to Palo Ohi, but lost their bearings and drifted about for eight days. All their food was finished and they were in an exhausted condition.

In connection with this, it is strange that the Captain of the *Okhla* made no mention of this boat's crew when he officially reported his arrival here on Wednesday in the Master Attendant's arrival book.

GOVERNOR'S SALARY.

The following despatch was laid on the table of the Council at Singapore on the 22nd ult. Downing Street, 8th December, 1903.

Sir,—I have recently had under my consideration the question of the amount of salary paid to the Governors of first class Crown Colonies, and I have come to the conclusion that the emoluments received by the Governors of Ceylon, the Straits Settlements and Hongkong, are not sufficient to allow of their supporting the dignity of their position, as it should be supported, without supplementing their official salary from private income.

2. I am sure that your Legislative Council will see the matter in the same light, and I have therefore to request that you will invite the Council to vote an increase to the Governor's salary, from the 1st of January, 1904, from five thousand pounds to six thousand pounds a year, of which sum one thousand two hundred pounds should be regarded as an entertainment allowance to be drawn in full by the Officer Administering the Government in the Governor's absence on full or half pay leave.

3. In his despatch of the 4th of April, 1902, which need no longer be regarded as confidential, Mr. Chamberlain agreed to a proposal that during the absence of the Governor from Singapore in other parts of the Colony or in the Federated Malay States, the Deputy Governor should receive an entertainment allowance of \$300 a month.

4. If the Legislative Council agree to the proposal which I have made, I consider that this allowance should for the future be at the rate of six hundred pounds a year, and should be paid out of the sum provided for the Governor's salary and entertainment allowance.—I have, &c.,

ALFRED LYTTELTON.

COMMERCIAL.

The week's Quotations close as follows:—

Banks	...	\$645 1/2
Hongkong Bank	...	\$305 b.
China Bank	...	\$92 s.
H. C. and M. Steamships	...	\$31 s.
Indo Chinas	...	\$79 s.
China Manilla	...	\$20 b.
Douglas	...	\$34 b.
Star Ferries	...	\$30 s.
do. (new)	...	\$19 s.
Shells	...	21. or 6d. b.
China Sugars	...	\$105
Raubs	...	\$6 s.
Hongkong Docks	...	\$208 s.
Kowloon Wharves	...	\$95 sa. and b.
Farnham	...	Tls. 127 s.
Hongkong Land	...	\$150 s.
West Point	...	\$55 s.
Hongkong Hotels	...	\$146 sa.
Humphreys	...	\$114 sa. and s.
Green Islands	...	\$25 sa. and s.
Fenwicks	...	\$51 b.
Philippines	...	\$10 b.

Shanghai advices of the 1st inst. report business done:—Shanghai and Hongkong Wharves at Tls. 108 for Feb. Indo-Chinas at Tls. 52. Farnham Boys at Tls. 130 for March, and Tls. 132/131 for April. Shanghai Lands at Tls. 112. Maatschappij at Tls. 305 for March. Colonies at Tls. 14.

TO-DAY'S EXCHANGE.

London—Bank T.T.	1/10 1/2
Do. demand	1/9 13/16
Do. 4 months' sight	1/10 1/16
France—Bank T.T.	2.28
America—Bank T.T.	44
Germany—Bank T.T.	1.85 1/2
India T.T.	134 1/2
Do. demand	134 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	89 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109 1/2

4 months' sight L/C	1/10 3/16
6 months' sight L/C	1/10 5/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 7/16
4 months' sight France	2.32
6 months' sight do.	2.33 1/2
4 months' sight Germany	1.86 1/2
Bar Silver	25 11/16
Bank of England rate	4%

OPIMUM QUOTATIONS.

Malwa New	@ 900/920
do. Last Year	@ 940/980
do. Oldest	@ 1,020/1,070
Patna New	@ 1,327 1/2
Bombay New	@ 1,327 1/2
Persian (Paper)	@ 900/910

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that LUN PRACTICE will be carried out from Lai-Chi-Kok in a West by Sou' byrd direction at Ranges from 1,800 to 3,000 yards at Barrel Targets, commencing at 2.30 P.M. on TUESDAY, the 16th February, 1904, if the Range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 4th February, 1904. [213]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

of the NORDDEUTSCHER LLOYD, Captain C. Dewers, will leave for the above places TO-MORROW, the 6th instant, at 7 A.M. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 5th February, 1904. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"SEYDLITZ," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Consignment Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 12th instant, at 9.30 A.M.

All Claims must reach us before the 17th instant, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 5th February, 1904. [13]

NOTICE. MR. H. RUTTONJEE begs respectfully

to inform his numerous kind constituents in Hongkong and Kowloon that having recently moved his Bakery to Larger and More Commodious Premises and improved and extended it greatly, bringing it up to the latest Sanitary requirements, he is now in a position to produce first rate Bread in any quantity that may be desired.

The Bread being produced under his own direct supervision can always be relied upon and guaranteed to be baked from the best and purest materials obtainable in Hongkong. It is always fresh, good and wholesome, and Mr. RUTTONJEE respectfully asks and strongly recommends those of his customers who do not take bread from him now to give him a trial.

Hongkong, 5th February, 1904. [72]

TO LET. NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—THE SAM WANG CO., LD. Hongkong, 5th February, 1904. [218]

To-day's Advertisements.

HONGKONG HOTEL.

DINNER. TO-MORROW (SATURDAY), 6th February.

MENU. HORS D'OEUVRES. Caviare and Egg Canapes.

SOUP. Potage Creme de Asperges.

FISH. Salmon a la Menieur.

ENTREES. Chicken a la Toulouse. Fillet of Beef a la Nelson. Mongolian Patties.

CURRY. Lamb.

JOINTS. Roast Ribs of Beef and Horseradish. Roast Turkey and Sausage. Boiled Young Ham and Champagne Sauce.

COLD. Roast Pheasant.

SALAD. Artichokes.

SWEET. Padding a la Royal. Lemon Water Ice and Finger Cakes. Apple Tart. Topsy Cake.

DESSERT. COFFEE. FRUIT. [215]

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

WEDNESDAY, the 10th February, 1904, Commencing at 11 A.M., with an interval from 12.30 to 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET, WITHOUT RESERVE.

A VERY FINE COLLECTION OF JAPANESE ART CURIOS AND SILK EMBROIDERIES, Comprising—

CHOICE SPECIMENS OF SILVER CLOISONNE, FINELY PAINTED SATSUMA, OLD BRONZE VASES, CARVED IVORIES, OLD PRINTS by UTAMARO, FINE CUT VELVET PICTURES, &c.; Also

VERY RICHLY EMBROIDERED SILK PALACE HANGINGS, DRAPERY, KIMONOS, &c.

TERMS—As usual. On View from TUESDAY, P.M., the 9th inst. GEO. P. LAMBERT, Auctioneer.

Hongkong, 5th February, 1904. [216]

"SHIRE" LINE. FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship "RADNORSHIRE," Captain C. H. Burch, will be despatched for the above Ports TO-MORROW, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 5th February, 1904. [111]

TO MACAO AND BACK.

THE New Commodious Steamship

"YING KING" will make her Maiden Trip to MACAO on SUNDAY, the 7th February, 1904, leaving Wing Lok Wharf, at 9 A.M., and returning to HONGKONG at 8 P.M. sharp.

This Steamer has Excellent Cabin Accommodation for Passengers with Electric Light throughout.

RETURN TICKETS\$2. CABINSEXTRA. TICKETS can be had on Board. Hongkong, 5th February, 1904. [219]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage apply to DOUGLAS, LAURA & CO., General Managers. Hongkong, 5th February, 1904. [220]

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chaf

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAKLING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELEUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"NESTOR"	On 6th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 22nd February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.
GENOA, MARSEILLES & L'POOL	"CLAUGUS"	On 15th March.
LONDON & ANTWERP	"AJAX"	On 20th March.
LONDON & ANTWERP	"PAKLING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AGAMEMNON"	On 24th February.
S.S. "PELEUS" left Victoria, B.C., on the 30th ult. for this port via Japan.		
S.S. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KWANGSE"	8th February.
ILOILO	"WUCHANG"	9th "
YOKOHAMA and KOBE	"CHANGSHA"	9th "
MANILA and CEBU	"KANSU"	10th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BAISBANE, SYDNEY and MELBOURNE	"TSINAN"	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th February, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th Feb., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th Feb., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 30th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.
"INDRASAMHA"	4,197	W. E. Craven	Mar. 15, "
"INDRAVELLI"	4,899	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Owing to the "ROSETTA MARU" and "ROHILLA MARU" being taken
up by the Government as transports, our Manila Business is at present
temporarily suspended, but we hope to resume Regular Service with suit-
able vessels at an early date.For Freight or Passage, apply at the Company's Office, 5, Queen's Building, 100 Horse
Street.

Hongkong, 29th January, 1904.

K. MATSUDA, Acting Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
valued Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904. [16]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 10th May, 1903. [H]REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SIKH"	5th Feb.
"MACDUFF"	1st Mar.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd February, 1904. [104]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, SWATOW, STRAITS
AND RANGOON.
THE Company's Steamship"AVOCA,"
Captain W. A. Pauset, will be despatched as
above on MONDAY, the 8th instant, at NOON.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd February, 1904. [204]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, B.C., AND SEATTLE,
WASH., (via SHANGHAI, MOJI,
KOBE AND YOKOHAMA).

THE Company's Steamship

"AKI MARU,"
Captain J. W. Ekstrand, will be despatched as
above on TUESDAY, the 9th instant, at 4 P.M.For Freight or Passage, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.A. S. MIHARA,
Manager.

Hongkong, 1st February, 1904. [201]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"
Captain Guignes, will be despatched for the
above Ports on or about TUESDAY, the 9th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1904. [6]

FOR YOKOHAMA, KOBE AND
TSINGTAU.

THE Steamship

"ANDALUSIA,"
Captain G. Schmidt, will be despatched for the
above Ports on WEDNESDAY, the 10th instant,
at Daylight.For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd February, 1904. [104]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
that they are warned against paying more than
the current rate for a single copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 2nd February, 1904.

Intimation.

WONDERFUL DISCOVERY.

This is a discovery of the most important kind, when
all things are considered, and it is a discovery
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